

LAST MINUTE AGENDA INFORMATION

04/13/17 Special DRB Meeting

(Agenda Related Writings/Documents provided to a majority of the Design Review Board after distribution of the Agenda Packet for the April 13, 2017 Special meeting.)

<u>ITEM NO.</u>	<u>DESCRIPTION</u>
2.1	<p>REPORT: IB RESORT; CONSIDERATION OF A NEW HOTEL (H-1 TYPE) CONSISTING OF 100 ROOMS, RESTAURANT, VIEW BAR, COMMERCIAL SPACE, MEETING ROOMS, AND PUBLIC SPACES AT 1060 SEACOAST DRIVE (APN 625-380-27-00). MF 1166.</p> <ul style="list-style-type: none">a. Letter to DRB concerning the IB Resort Project from Michael Careyb. PowerPoint presentation from William P. Putland

From: :
Sent: Wednesday, April 12, 2017 12:01 PM
To: ibcclerk
Subject: LETTER TO DRB FOR MEETING THURS APRIL 13TH

Hi ... please send this to the members of the DRB

Thanks,
Michael ☺

Letter to D.R.B Concerning the I.B. Resort Project

COASTAL ACT AND SPECIFIC PLAN

To evaluate this I.B. Resort plan it is necessary to understand the conditions and intent of the Specific Plan as used in the development of Hotels in the MU2 zone and the Coastal Act which is reflected in the I.B. General Plan and whose intent and principles govern the area where this project is to be developed.

The Specific Plan (19.27.150) was created for usage in the development of H-1 Hotels. It allows for deviations from certain regulations in the C/MU2 ZONE but sets conditions for those deviations that must be followed in the basic areas of HEIGHT, YARD REQUIREMENTS (setbacks and step backs), and PARKING. It further sets out the intent of the Specific Plan and the Conditions that must be found for it to be approved for a specific project.

Date: 4/12/17 Item No. 21
Last Minute Agenda Information

Under the Coastal Act, Weight Should Be Placed Not Only On Protecting Views Towards The Ocean But Also Along the Beach. Weight Should Also Be Given To Visual Compatibility and Physical Harmony With The Surrounding Neighborhoods

PUBLIC VIEWS

Balancing development and coastal values, side yard step backs and setbacks should consider not only the view towards the ocean but also along the beach. Under the Coastal Act, Public Resources Code, Section 30251, views towards the ocean from public spaces are protected looking **towards and along the ocean or any scenic area near the ocean**. Scenic coastal areas would include public views from street ends etc.

The Specific Plan recognizes that these conditions of the Coastal Act must be incorporated into the proposed project. "**The Specific Plan shall establish setbacks and step backs to create public view corridors to and along the beach and to avoid impacts to existing public ocean views.**

COMPATIBILITY WITH NEIGHBORHOOD

Also under the Coastal Act, each side of the building should be designed to blend with and be compatible with the character of the surrounding neighborhood. The Ebony Avenue side of the building should be visually compatible with the block of Ebony Avenue between Seacoast Ave. and the beach. In addition to visual incompatibility the lack of step backs including a roof line almost to the edge of the property causes the building at certain times to cast a shadow inappropriately invasive over the neighborhoods to the North. (a physical incompatibility.) Setbacks and step backs as well as careful design could help to carefully and purposefully achieve this goal of compatibility which is not achieved under the current project. Section 30251 states:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. **Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.** New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting. (Added by Stats. 1976, Ch. 1330.)[italics added for emphasis]

COMPATIBILITY WITH PUBLIC SPACE AND USE

Further issues of compatibility are recognized in the wording of the Specific Plan
"The Specific Plan shall set back private development from public use areas to maximize public access, create public space buffers, and avoid conflicts between public and private uses "

The impingement of public views at the street ends is not sufficiently mitigated by newly created benches and public viewing areas to which access may be limited at any time by the Hotel Management.(and whose usage conditions are not clearly spelled out in the proposed project)

The addition of Hotel Residents to those using the single beach access at the I.B Street End further impacts negatively that area. Added to this is the increased traffic and loss of public street usage due to the newly created parking entrance.

The reclaiming of more than 5,000 sq. feet of beach area that has been open to public usage for decades also violates this aspect of the Specific Plan. Compare this with the approx 18.000 sq. ft. of beach area given back by the Pier South Project.

The fundamental issue is that the Proposed Project is **TOO BIG !!** (too many units) which leads to the further issues of zoning, design, parking, impact on neighborhood. public views, etc.

In the Staff report the project applicant states that having made certain changes to the project **the side yard setbacks cannot be increased due to the narrow width of the site** etc. The applicant never proposes reducing the number of rooms in the Project.

A CITIZEN PROPOSAL

As a long time local resident I am concerned that the I.B. Resort with it's limited set backs and virtually no step backs as well as it's impingement on to the public beach area does not conform to important issues of our quality of life. I request that the proposed project be reevaluated in light of the above issues raised in this letter.

Michael H. Carey

I.B.



City of Imperial Beach
Design Review Board
Regular Meeting
Thursday, April 13, 2017

Date: 4/12/17 Item No. 2.1
Last Minute Agenda Information

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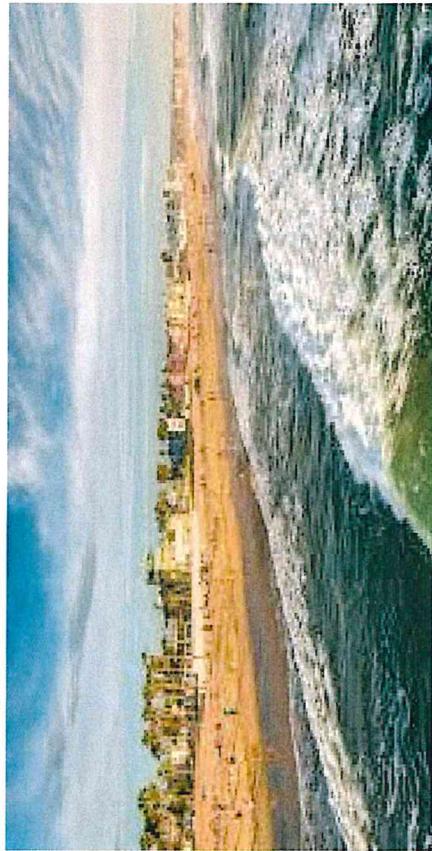
Mission Statement: To maintain and enhance Imperial Beach as "Classic Southern California"; a beach-oriented community with a safe, small town, family atmosphere, rich in natural and cultural resources.

- Imperial Beach City Website

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The development plan for The Imperial Beach Resort hotel proposes too high of density for the existing lot size. For this reason, numerous problems arise. Three (3) will be focused on today:

- Parking burden
- No step backs and minimum setbacks
- Extent of seawall protrudes onto public beach



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Parking Burden

One of the main issues with the proposed plan is the *inevitable* result of overflow parking in the community, as we've already experienced with Pier South.

Pages 5-7 of the parking study shows **113 parking spaces for 78 hotel rooms** at Pier South Resort. The development plan for The Imperial Beach Resort hotel only proposes **78 parking spaces for 100 hotel rooms**.

Why approve the reduction of parking, this required and MUST be approved to continue.

TABLE 2: CITY OF IMPERIAL BEACH MUNICIPAL CODE PARKING REQUIREMENTS

Land Use	Parking Rate ¹	Notes
Hotel without cooking facilities	1.0 spaces per guest room	25% Reduction for Vertical Mixed-Use <small>Based on the City of Imperial Beach Municipal Code Chapter 19.48.035</small>

The hotel parking rate accounts for the planned meeting, retail and restaurant uses identified on the July 27, 2016 site plan prepared by Lamb Architects. This is consistent with Chapter 19.48.035 of the Imperial Beach Municipal Code parking requirements for mixed use land uses that are designed to accommodate a variety of shops, stores, offices, restaurants, personal convenience services, and athletic and health clubs. Based on the Imperial Beach Municipal Code parking requirements, the 100-room Imperial Beach Resort requires 100 parking stalls or 1.0 spaces per guest room. As shown on Table 3, the 25% reduction for vertical mixed-use lowers the number of total parking requirement by 25 stalls. Based on the Imperial Beach Municipal Code parking requirements a total of 75 parking stalls are needed for the Imperial Beach Resort. This reduction translates into an effective parking rate of 0.75 parking stalls per hotel room.

TABLE 3: IMPERIAL BEACH RESORT MUNICIPAL CODE PARKING REQUIREMENTS

Land use	Quantity ¹	City of Imperial Beach Land Use Type ²	Parking Rate ²	Required Parking Stalls
Hotel	100 rooms	Hotel without cooking facilities	1.0 spaces per guest room	100
			25% Reduction for Vertical Mixed-Use	-25
			Total Stalls Required	75

¹Based on the 7/27/2016 Site Plan by Lamb Architects, Inc.

²Based on the City of Imperial Beach Municipal Code Chapter 19.48.035

HOTEL PARKING GENERATION

The Institute of Transportation Engineers publishes a *Parking Generation* manual describing the amount of parking demand for various land uses. The parking demand is the accumulation of vehicles parked at a given site at any point in time. Resort hotel (land use code 330) most closely reflects the proposed Imperial Beach Resort. According to the *Parking Generation* manual, resort hotels provide sleeping accommodations, restaurants, cocktail lounges, retail shops and guest services. For Resort Hotels, such as the Imperial Beach Resort, the current 4th Edition of the *Parking Generation* manual identifies a peak weekday parking demands ranging from 0.95-2.16 vehicles per occupied room with an average parking demand of 1.29 vehicles per occupied room. However, it is important to recognize that *Parking Generation* manual is based on a small survey sample set of 5 study sites that may not accurately reflect the local parking demands within the City of Imperial Beach. The *Parking Generation* survey data

F With on-street parking for up to 16 vehicles, Zone F represents the available on-street parking on Date Avenue. Like Zone B, parking in Zone F is restricted during the nighttime hours from 10pm to 5am.

For the purposes of this analysis, parking demands for the Pier South Resort is limited to the on-site valet parking in zones A, and C. Since parking analysis zones B and F restrict night time parking, these vehicles were not included in the parking demand totals for the Pier South Resort. Including any additional off-site parking spaces will only serve to increase the available parking supply and may not necessarily produce a higher parking demand rate. Exhibit C presents The Pier South Resort parking analysis zones. The parking count survey worksheets are included Appendix B. Study area photos are included in Appendix C. Table 4 presents a summary of the Pier South Resort parking utilization observed during peak weekday and weekend summer conditions as well as the fall weekend conditions. Parking utilization represents the number parking spaces required (parking demand) expressed as a percentage of the number of parking spaces provided.

TABLE 4: PIER SOUTH RESORT PARKING UTILIZATION

Land use	Quantity	City of Imperial Land Use Type ¹	Parking Stalls ²	Condition	Peak Parking Demand ³	Parking Utilization Rate ⁴
Hotel	78 rooms	Hotel without cooking facilities	113	Summer Weekdays ⁵	59	52%
				Summer Weekends ⁵	61	54%
				Fall Weekends ⁶	37	33%
				Observed Peak	61	54%

¹Based on the City of Imperial Beach Municipal Code Chapter 19.48.035

²Represents the marked valet parking stalls identified in Parking Analysis Zones A and C

³Represents the number parking spaces required (parking demand) expressed as a percentage of the number of parking spaces provided

⁴Peak weekday and weekend summer parking counts collected on Friday, June 17, 2016 and Saturday, June 18, 2016

⁵*Peak weekend fall parking survey counts collected on Saturday, October 29, 2016

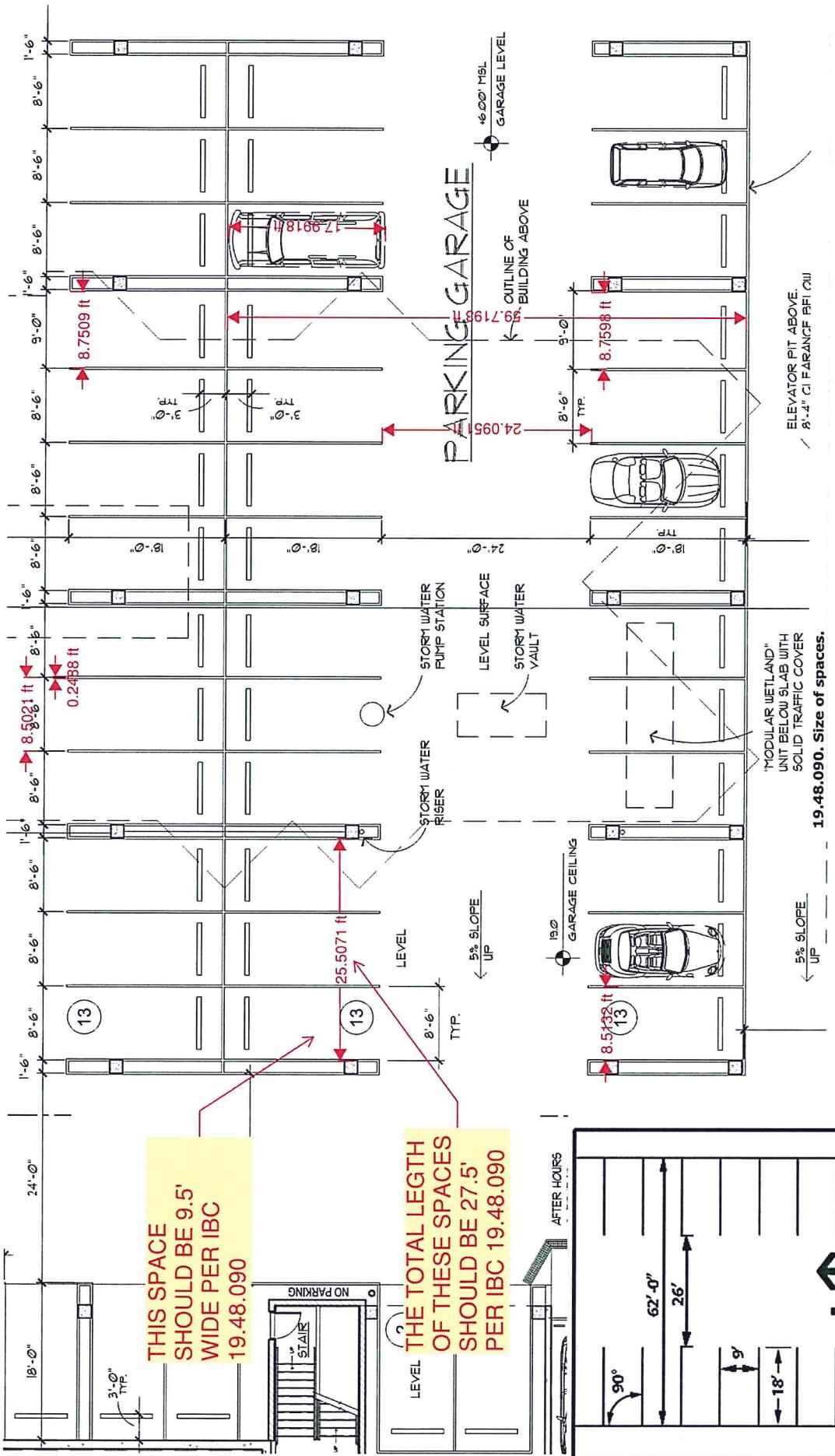
As shown on Table 4 and in Appendix A, the observed peak parking demands for the 78-room Pier South Resort hotel were observed at 61 parking stalls during the peak summer weekend conditions. This translates into a parking utilization rate of only 54%. In other words, approximately 46% of the available parking stalls or 52 spaces remained unoccupied during the parking count survey. This likely explains the abundance of storage in the underground valet parking area. If additional parking were required on site it is likely that the underground valet parking area would be used to support parking demands. However, the large number of parking stalls being used for storage clearly indicates that a parking demand rate of less than one space per hotel room is the appropriate parking rate for resort hotels in the City of Imperial Beach.



10341-08 Parking Study.docx

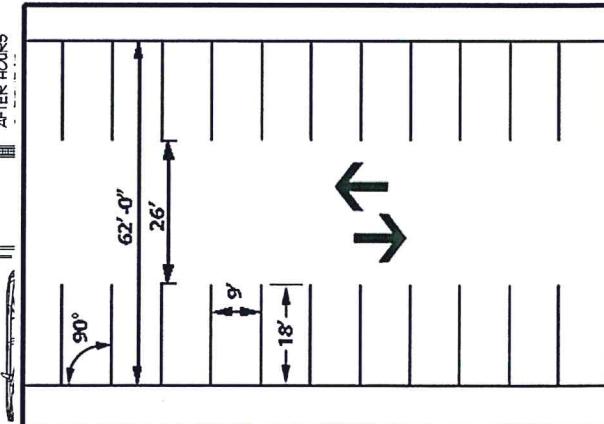
- The Utilization study only accounts for 2 days, this is not an extensive look into something as complex as parking.
- It is not mandatory to approve a 25% reduction and is counterintuitive to reduce the number of spots for a facility that includes shops, restaurant, and a hotel to a town with an already troubled parking problem

JD



Clip from SD
parking
design
manual

http://www.sandiegocounty.gov/dplu/docs/Parking_Design_Manual.pdf



90° Parking Spaces

- Each parking space shall be not less than eight and one-half feet in width, eighteen feet in length, and seven feet in height, except as follows:

 - A. Alley Spaces. Off-street parking spaces aligned perpendicular to an alley and accessing directly off an alley such that the alley is used for back-out shall be a minimum of twenty-two feet in length.
 - B. Parallel Spaces. Parallel spaces are those located parallel to a property line, accessway, building, or structure in such manner that a vehicle occupying the space must maneuver from a parallel position to the parking space. Parallel spaces shall not be less than twenty-two feet in length by eight feet in width.
 - C. Each parking space adjoining a wall, column, or other obstruction higher than 0.75 feet shall be increased by

D. Disabled parking requirements as established under State law and the California Building Code shall be satisfied. (Ord. 2012-1130 § 1; Ord. 94-884; Ord. 690 § 13, 1986; Ord. 635 § 4, 1984; Ord. 601 § 1, 1983)



- 52 of the proposed parking spots are NOT per code IBC 19.48.090
 - The entrance to the garage MUST use public property, an alternate should be proposed for the community to decide what the best option would be. There have been no alternate building designs proposed to fully evaluate all possible options.

No Setbacks

The majority of all existing coastline buildings within close proximity to the proposed hotel have setbacks. Why has The Imperial Beach Resort been designed/proposed with **zero setbacks** in its design? The community needs to see the alternatives.

This will result in a **loss of view** of the North and South coastlines for IB residents and the visiting public.

The lack of setbacks will also result in **overshadowing** of public street ends and private residences!

AERIAL VIEW - WINTER SOLSTICE- 12:00 PM

THE
STREETEND
IS NOT IN
DARKNESS

NO
STEPBACKS

THE
STREETEND
IS IN TOTAL
DARKNESS

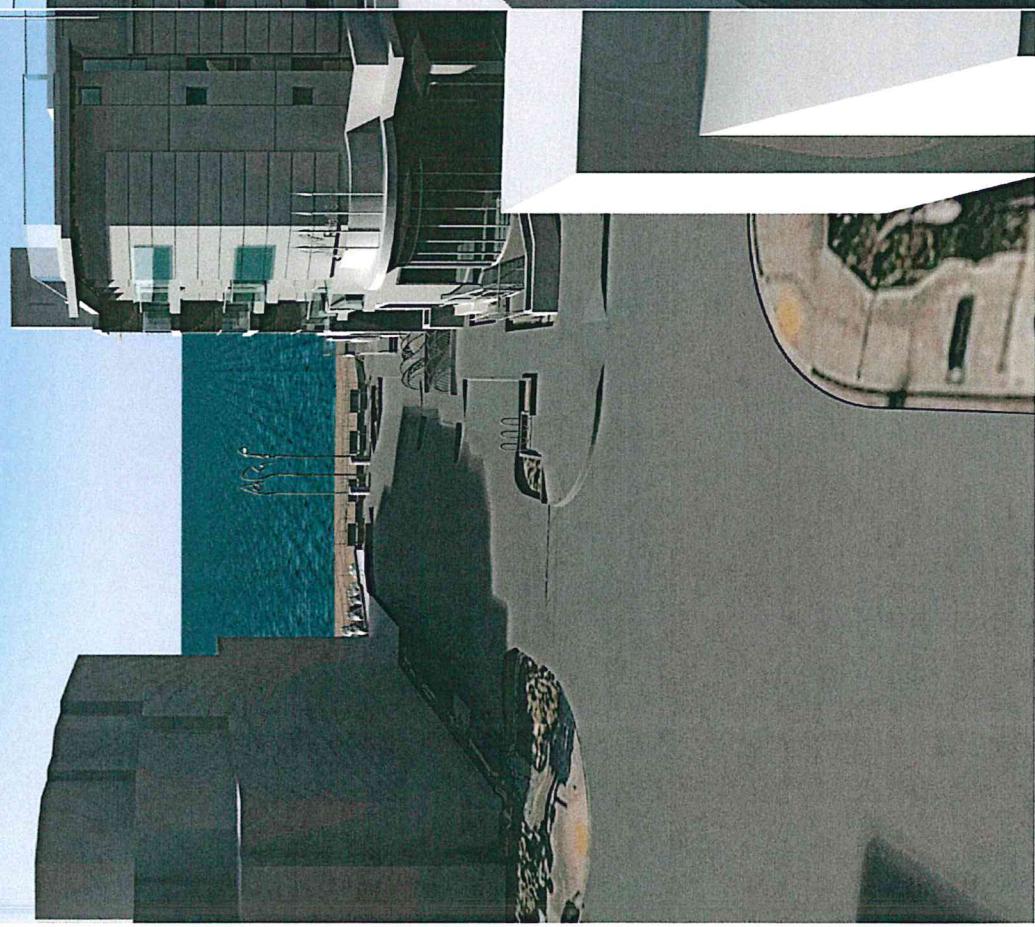
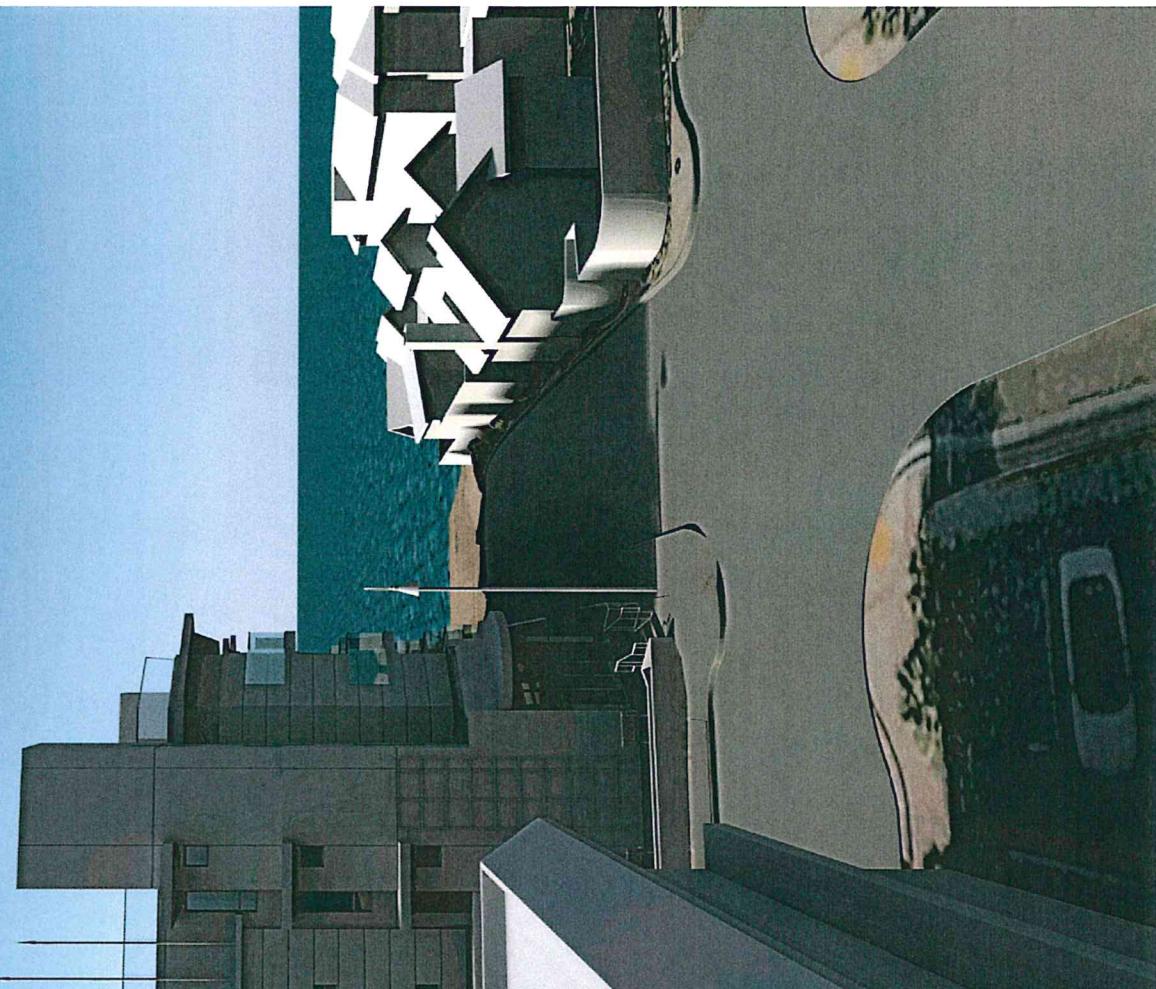
STEP BACKS
PROVIDED



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EBONY AVENUE - WINTER SOLSTICE - 12:00 PM

IMPERIAL BEACH BLVD - WINTER SOLSTICE - 12:00 PM

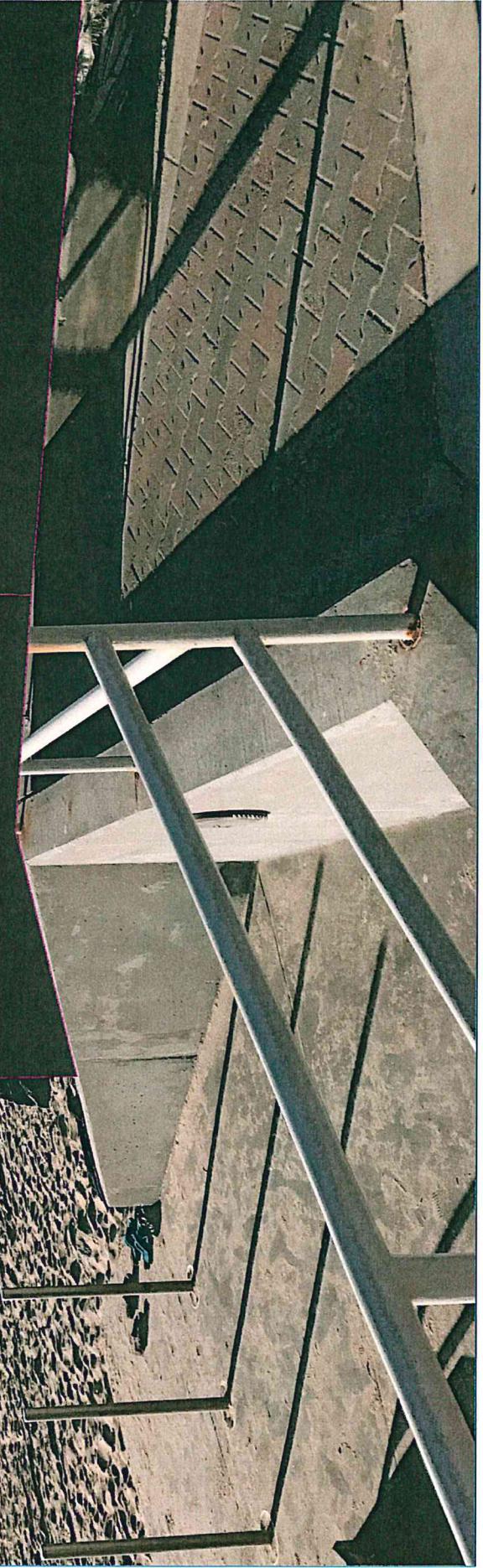


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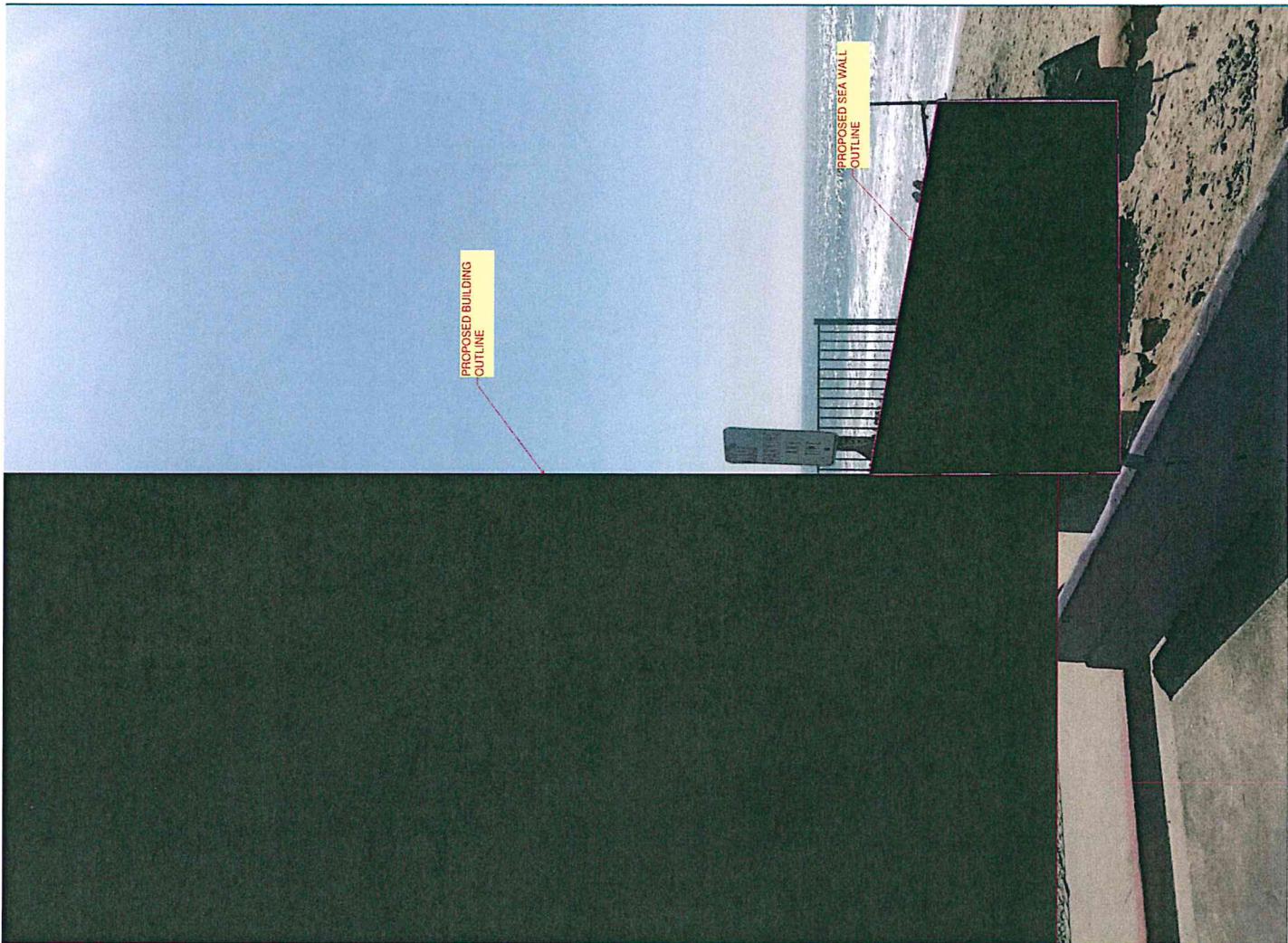
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- THIS ILLUSTRATES WHAT THE VIEW OF A CITIZEN SITTING ON THE BENCH AT IB BLVD. WITH THE PROPOSED BUILDING FOOTPRINT



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Extent of Seawall

Flag location – where do we stand with whether flags were correctly placed or not?

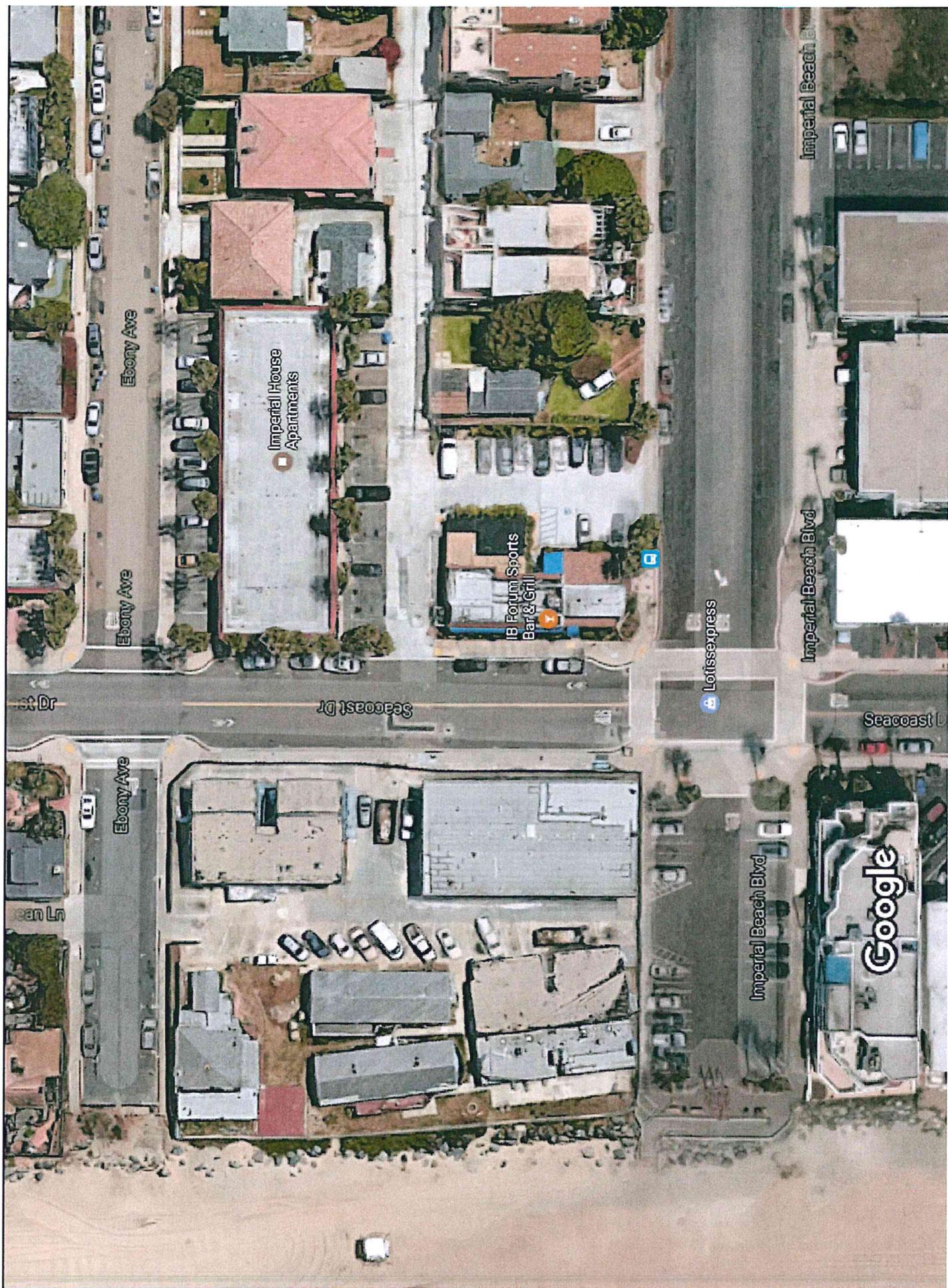
Sea level rise is an undisputed fact. So many developers and contractors around the world are taking this into consideration and building/developing accordingly, away from the shoreline.

This part of our beach (between Ebony and IB Blvd.) is one of the narrowest portions yet this project is proposing the building location even farther west towards the shore line.

In addition, **flooding** is already an issue on South Seacoast and a solution has yet to be proposed. There will most definitely be unknown consequences of development so close to shore line as a result.



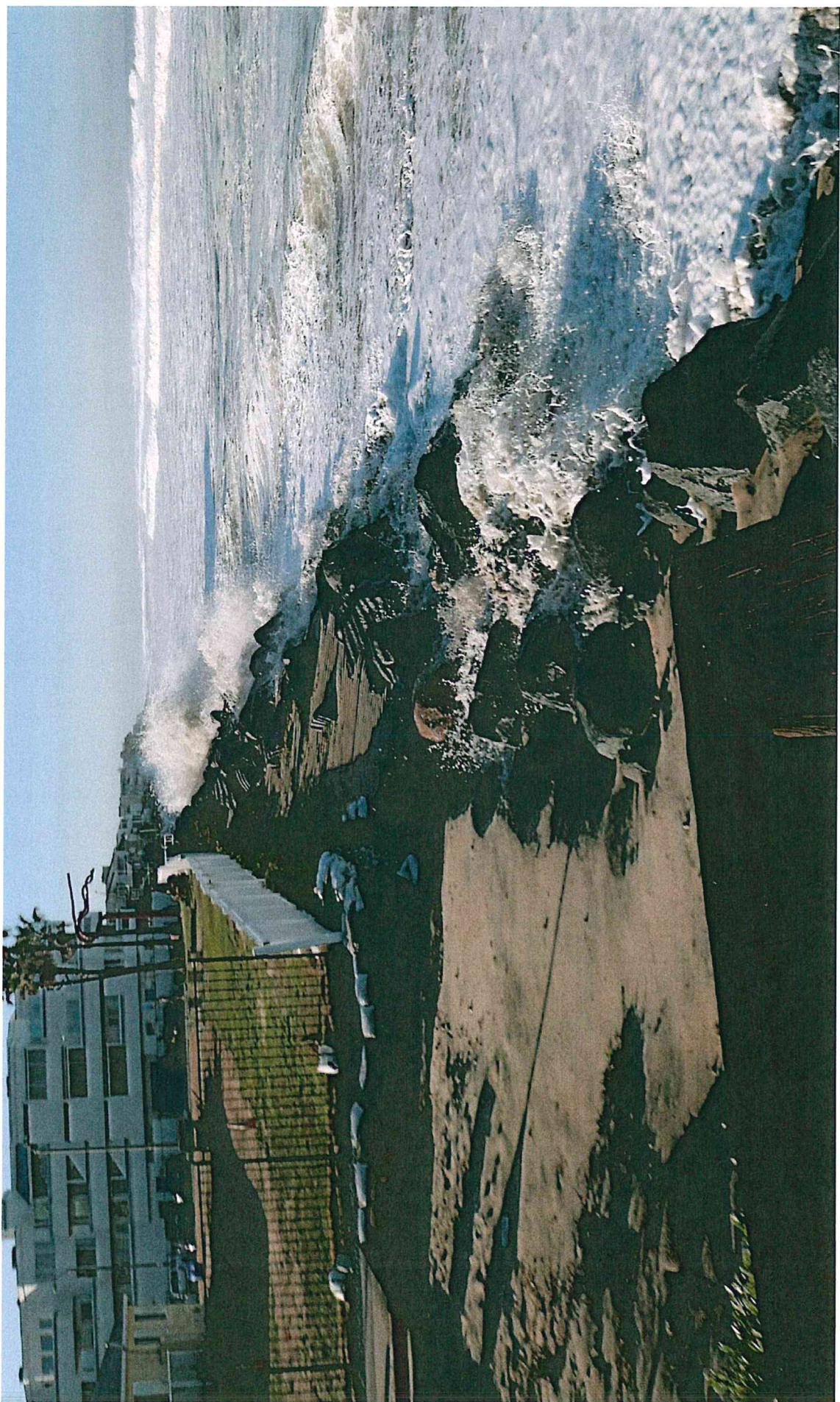
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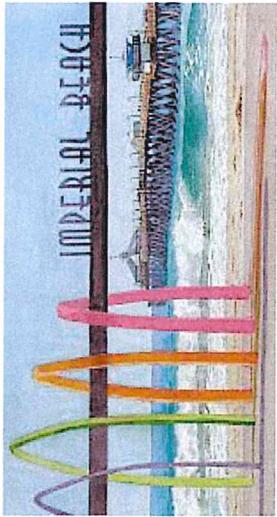


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Conclusion



In conclusion, I want to emphasize that we are not against the hotel. We are simply FOR a prosperous Imperial Beach – the Imperial Beach that its residents have strived to maintain for many years.

The small, classic Southern California beach town that our mission statement describes wasn't just *discovered* or come across one day by happenstance – it was a *vision* that was manifested and fought for by its citizens!

Imperial beach is a desirable place to visit and we all want to keep it that way. Adhering to these points and designing the BEST possible is the only way to keep IB as desired as it is at the present time. We have to remind ourselves that we are the client in this situation and we desire the best possible product!

We sincerely request that you request further review and alternate designs from the developer and architect. Please take a careful look at these specific requests and take them into consideration when casting your vote!

Thank you!

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